FY 2003 Performance Outlook

Over time, agencies will be expected to identify high quality outcome measures, accurately monitor the performance of programs, and begin integrating this presentation with associated cost. Using this information, high performing programs will be reinforced and non-performing activities reformed or terminated.

President George W. Bush
The President's Management Agenda
August 2001

The U.S. Department of Transportation (DOT) strongly supports the President's management agenda that encourages agencies to closely integrate budget and performance information. As the President has stated, doing so will improve both program management and investment decision-making processes, and ultimately create a results-oriented Government, which the American people deserve and demand.

In 2003, DOT will build on its successful implementation of the Government Performance and Results Act (GPRA) in two significant ways:

- By aligning the Federal Aviation Administration's (FAA) Facilities and Equipment (F&E) budget account to the Department's and the FAA's performance goals; and
- By creating the Transportation Security Administration's (TSA) budget in support of the Administration's expected security performance outcomes.

The FAA's F&E account seeks to enhance aviation safety, increase the efficient use of the current air traffic control system's capacity, increase over time the total capacity of the Nation's aviation transportation system, and maintain the reliability of existing air traffic control equipment. DOT will seek to treat other budget accounts in the same fashion over the coming year.

Creating the new Transportation Security Administration's program, budget account, personnel, and organizational structure presents a unique opportunity to devise a performance-based organization and resource structure from the ground up. Budget account restructuring beyond that point will build upon the TSA and FAA successes.

DOT plans to significantly realign and improve the FY 2003 Performance Plan to focus more closely on the ties between program outputs, performance outcomes, and individual and organizational accountability for performance. The total number of performance goals and measures will become more focused on the core missions of the Department, and in attending to the Secretary's priorities – increasing the safety, security, efficiency, and capacity of the Nation's transportation system. DOT's financial performance will be a key element of overall program performance. DOT will focus on its stewardship of taxpayer dollars along with increasing the beneficial effects created by the combined efforts of DOT's safety, security, mobility, environmental, and economic growth programs.

The following tables depict selected aspects of DOT's program performance since 1999, and the Department's present status in implementing the President's Management Agenda.

Performance Progress Report

	...IN 1999	...IN 2000	...2003 TARGET
SAFETY			
• Percent front occupants using seat belts	67	71	78
• Highway fatalities per 100 million vehicle miles	1.6	1.5	1.4
• Percent of alcohol-related highway fatalities	38	40	33
• Fatal accident rate for U.S. commercial air carriers per 100,000 flight hours	0.059	0.032	0.033
• Rail-related fatalities per million train-miles	1.31	1.30	1.15
• Natural gas transmission pipeline failures due to excavation damage	100	119	102
• Recreational boating fatalities	778	742	740
HOMELAND SECURITY			
• Drug interdiction effectiveness (pounds of drugs seized or destroyed per 1,000 patrol hours)	1,339	1,612	1,480
• Percent of DOD-designated primary or alternate ports that are available when requested by DOD	93	93	92
MOBILITY			
• Percent of National Highway System (NHS) travel on roads meeting acceptable ride standards	90.5	90.9	92.5
• Airport Efficiency (rate of arrivals and departures divided by existing maximum capacity at large hub airports)	N/A	94.7	95.4
• Percent key rail stations Americans with Disabilities Act (ADA) compliant	49	52	79
ECONOMIC GROWTH			
• Passengers (in millions) in international markets with open aviation agreements	49.4	56.8	62.1
HUMAN AND NATURAL ENVIRONMENT			
• Tons of hazardous liquids spilled from pipelines per millions of tons shipped	0.0229	0.0131	0.0131
• Number of people in U.S. exposed to significant aircraft noise levels	585,000	440,000	400,000
• Gallons of oil spilled per million gallons shipped by water	2.7	3.2	2.5

N/A= Not Available

Governmentwide Management Priorities

Initiative	2001 Status
Human Capital—DOT is working on comprehensive workforce planning and restructuring to reduce management layers, make DOT more citizen-centered, and better match staff to the Department's missions and goals. This work is particularly critical since 45 percent of current senior executives in DOT and over 50 percent of staff in many critical occupations are anticipated to retire by 2006.	**Red**
Competitive Sourcing— DOT is moving forward across the board with an overall competitive sourcing program. DOT will complete cost comparisons or direct conversions of 15 percent of its government positions working in commercial functions. DOT will also subject more of its intra-governmental cross-servicing agreements to competition with private sector service providers.	**Red**
Improved Financial Management—DOT's financial system modernization project is making progress in installing a financial management system that meets financial management requirements and standards. In 1999, DOT gained a clean audit opinion on its consolidated financial statement, but in 2000, auditors could only issue a "qualified" opinion on DOT's financial statement. DOT senior management is intent on improving financial management and in integrating its financial and performance management systems.	**Red**
E-Government— DOT is implementing e-business process initiatives that will improve agency operations. The Department has an e-government leadership role for on-line rulemaking management. DOT is strengthening its management of major information technology projects to ensure that they are conducted within cost, schedule, and performance targets.	**Red**
Budget/Performance Integration—DOT's annual performance plan is clear and sets forth annual goals. DOT is working to improve its decision-making process to base program management and resource decisions on costs and results, and to better align budget accounts, staff, and activities with program targets. After the new, integrated financial management system is up and running throughout the Department, DOT will begin to use it to systematically align program output costs with performance objectives. This will help systematize and improve DOT performance management processes and will sharpen the focus on improving program effectiveness.	**Yellow**

Red=Unsatisfactory
Yellow=Good progress
Green=Satisfactory